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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

### **TERMINAL CHART NOTAMS**

No Chart NOTAMs for Airport ULPB

**Airport Information** 

# **ULPB** (Besovets)

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#### **General Info**

Petrozavodsk, RUS

N 61° 53.1' E 34° 09.4' Mag Var: 10.2°E

Elevation: 151'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

### **Runway Info**

Runway 02-20 8202' x 157' concrete

Runway 02 (15.0°M) TDZE 151'

Lights: Edge

Runway 20 (195.0°M) TDZE 138' Lights: Edge, ALS

### **Communications Info**

Petrozavodsk Tower 128.0

## **Notebook Info**

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MJEPPESEN PETROZAVODSK, RUSSIA **ULPB/PES** STAR **BESOVETS** (QFE) Alt Set: MM (hPa on request) QNH on request Trans level: FL49 Ant Elev 1700' FL59 if pressure is less than 733 mm (977.3 hPa) 151' Trans alt: 3110' (2959') Descent gradient in approach corridors before X Lctr 4%, after 2400' passing X Lctr not less than 6% **NEGAM**▲ N63 34.1 E034 18.0 MSA ARP BELOD 2 BUKUS 2A [BUKU2A] BUKUS 2B [BUKU2B] **RWY 02 ARRIVALS** FROM NORTH **BUKUS** N62 33.5 E034 10.1 At FL138 **OLATA** N62 58.4 E035 56.4 **BELOD** N62 26.1 E034 59.6 At FL138 PETROZAVODSK \*700 X 52.0 E034 08.4 At FL59 PETROZAVODSK \*340 XO NOT TO SCALE 49.2 E034 05.9 FL CONVERSION Intercept final at FL138 FL4200m 1800' (1649') FL59 FL1800m N61 46.3 E033 53.5 FL49 FL1500m At 1800'(1649') ALT/HEIGHT CONVERSION QNH (QFE) 2120' N61 44.4 E033 57.7 (1969) 3110 (2959' - 900m) At 2120'(1969') (1969' - 600m) (1649' - 500m)

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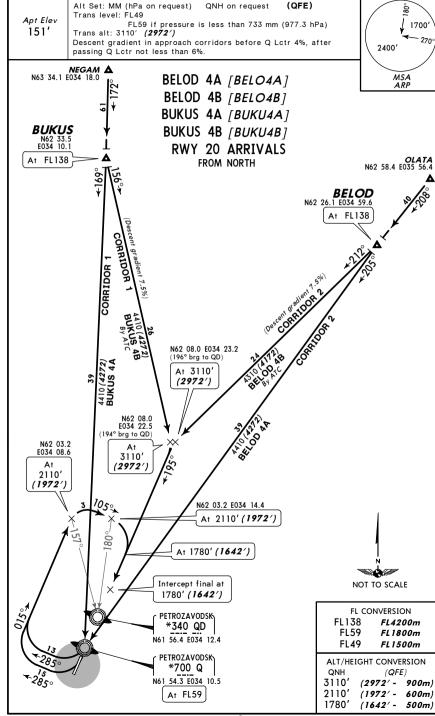
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ULPB/PES
BESOVETS

DEPPESEN PETROZAVODSK, RUSSIA

12 MAY 06 (10-2A)

STAR



Alt Set: MM (hPa on request)

Trans alt: 3110' (2959')

Trans level: FL49

(10-2B)

FL59 if pressure is less than 733 mm (977.3 hPa)

Descent gradient in approach corridors before X Lctr 4%, after passing X Lctr

QNH on request

ULPB/PES BESOVETS

Apt Elev

151'

1700,

17.7

MJEPPESEN PETROZAVODSK, RUSSIA

(QFE)

KESKO 2A [KESK2A], KESKO 2B [KESK2B]

SELGA 2A [SELG2A], SELGA 2B [SELG2B]

**RWY 02 ARRIVALS** FROM SOUTH

JEPPESEN JeppView 3.6.3.1

**ULPB/PES** BESOVETS

PETROZAVODSK, RUSSIA JEPPESEN (10-2C) 12 MAY 06

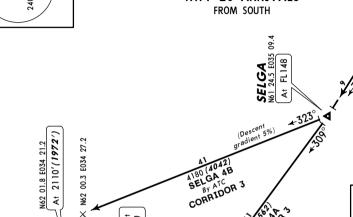
Apt Elev 151'

(QFE) Alt Set: MM (hPa on request) QNH on request Trans level: FL49

FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3110' (2972')

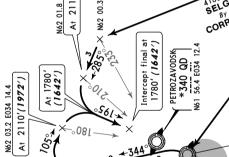
Descent gradient in approach corridors before Q Lctr 4%, after passing Q Lctr not less than 6%.

KESKO 4A [KESK4A], KESKO 4B [KESK4B] SELGA 4A [SELG4A], SELGA 4B [SELG4B] **RWY 20 ARRIVALS** 



ROOTHROOP

Intercept final at 1780' (1642')



08.5 02.6 E034 N62

N62 03.2 E034 08.6 (157° brg to QD)

¥

\*340 XO | \*340 XO | \*10.2 E034 05.9 57.9 E033 CONVERSION FL148 FL59 FL49 N61 44.4 E033 57.7 At 2120'(1969') N61 38.5 E033 55.9 At 3110'(2959')

CHANGES: STARs revised.

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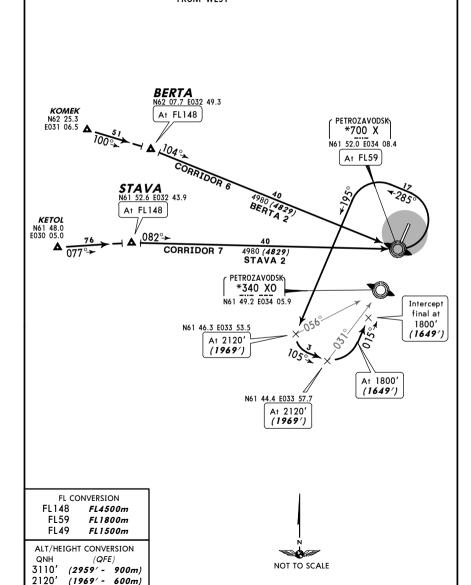
FL148 FL59 FL49

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MJEPPESEN PETROZAVODSK, RUSSIA **ULPB/PES** STAR **BESOVETS** 

Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Apt Elev 1700' FL59 if pressure is less than 733 mm (977.3 hPa) 151' Trans alt: 3110' (2959') Descent gradient in approach corridors before X Lctr 4%, after 2400' passing X Lctr not less than 6% MSA ARP

#### BERTA 2, STAVA 2 **RWY 02 ARRIVALS** FROM WEST



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1800'

(1649' - 500m)

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**ULPB/PES BESOVETS** 

Apt Elev

151'

PETROZAVODSK, RUSSIA JEPPESEN

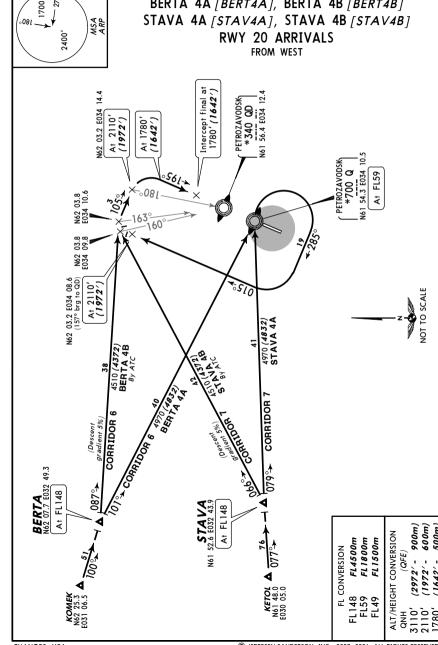
(10-2E 12 MAY 06

(QFE) Alt Set: MM (hPa on request) QNH on request Trans level: FL49

FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3110' (2972')

Descent gradient in approach corridors before Q Lctr 4%, after passing Q Lctr not less than 6%





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# JEPPESEN PETROZAVODSK, RUSSIA **ULPB/PES** 12 MAY 06 (10-3) **BESOVETS** QNH on request (QFE) Apt Elev Trans level: FL49 151' FL59 if pressure is less than 733 mm (977.3 hPa) 1700' Trans alt: 3110' (2959') - 270° 2400' AKANA 1, BELOD 1, BERTA 1 BUKUS 1, SELGA 1, STAVA 1 MSA ARP **RWY 02 DEPARTURES NEGAM** ▲ N63 34.1 E034 18.0 **OLATA** N62 58.4 E035 56.4 **BUKUS** N62 33.5 E034 10.1 At or below FL148 **BELOD** N62 26.1 E034 59.6 At or below FL148 **BERTA** N62 07.7 E032 49.3 At or below KOMEK FL138 N62 25.3 E031 06.5 STAVA 1 -25 NOT TO SCALE KETOL **STAVA**N61 52.6
E032 43.9 N61 48.0 E030 05.0 1470' At or below (1319')FL138 **AKANA** N61 28.2 E033 02.5 At or below FL138 **SELGA** At or below VIDLA N61 12.0 FL138 ALT/HEIGHT CONVERSION E032 24.0 1470' (1319' - 400m) 3110' (2959' - 900m) **KEGUP** N61 17.7 E035 20.2 FL CONVERSION FL49 FL1500m FL59 FL1800m FL138 FL4200m FL4500m

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CHANGES: SID SELGA 1 revised; AKANA INS coords.

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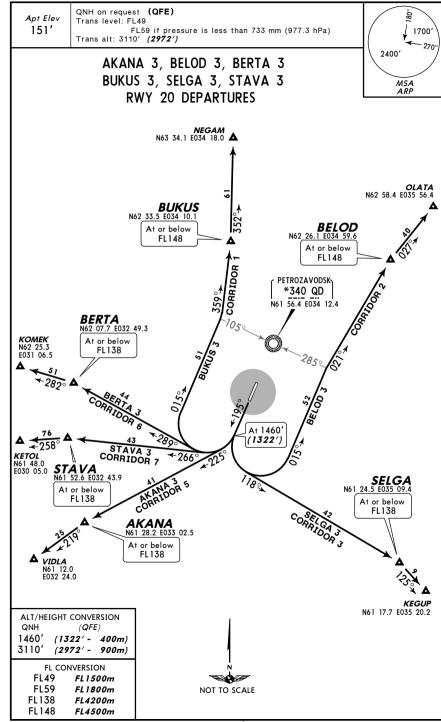
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ULPB/PES
BESOVETS

JEPPESEN PETROZAVODSK, RUSSIA
(10-3A)

SID



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POO 10-9 PETROZAVODSK, RUSSIA BESOVETS N61 53.1 E034 09.4 **ULPB** Apt Elev 151' 29 SEP 00 \*PETROZAVODSK Tower 128.0 Lctr © 236' NOT TO SCALE 10 20 Civil aircraft use Twy 4 only; width and radius are less than standard. Taxi on Twy 4 at a reduced speed strictly along centerline under inner engines power. 246 There are floodlight projectors 177'/54m East of threshold rwy 20. 217' ADDITIONAL RUNWAY INFORMATION

USABLE LENGTHS

LANDING BEYOND

Threshold Glide Slope TAKE-OFF WIDTH RWY 02 RL (50m) RVR 7874' 2400m 148' 20 RL (50m) ALS RVR Ø 02 131' 40m Grass runway 20 • First 328'/100m unusable for take-off. 2 TAKE-OFF RUN AVAILABLE RWY 02: 8202'(2500m) From rwy head 6070'(1850m) twy int 4 TAKE-OFF AIR CARRIER (JAA) Main rwy 02/20 LVP must be in force  $\begin{array}{c} \mathsf{RCLM} \; (\mathsf{DAY} \; \mathsf{only}) \\ \mathsf{or} \; \mathsf{RL} \end{array}$  $\mathsf{RCLM}\ (\mathsf{DAY}\ \mathsf{only})$ or RL 250m 400m 300m

CHANGES: Rwy elev. Comm. Notes. Apron. Lights. Minimums. © JEPPESEN SANDERSON, INC., 1999, 2000 . ALL RIGHTS RESERVED Licensed to прап. Printed on 18 Dec 2009. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 **JEPPESEN** JeppView 3.6.3.1

**ULPB/PES** 

CHANGES: PAR withdrawn.

**JEPPESEN** 

JAA MINIMUMS PETROZAVODSK, RUSSIA
BESOVETS

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STRAIGHT-IN RWY		A	В	U	D
02	NDB	<b>690</b> ′(540 <b>′</b> )	<b>690</b> ′(540 <b>′</b> )	<b>690</b> ′(540 <b>′</b> )	<b>690</b> ′(540′)
		R1500m	R1500m	R2000m	R2000m
20	NDB	<b>970</b> ′(832 <b>′</b> )	<b>970</b> ′(832 <b>′</b> )	<b>970</b> ′(832 <b>′</b> )	<b>970</b> ′(832′)
		R1500m	R1500m	R2000m	R2000m

10-9X)

7 FEB 03 Eff 20 Feb

TAKE-OFF RWY 02, 20								
	LVP must be in Force		1	_				
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)					
A B C	250m	400m	500m	_				
D	300m							

JEPPESEN Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 MJEPPESEN PETROZAVODSK, RUSSIA **ULPB/PES** 2 NDB Rwy 02 **BESOVETS** \*PETROZAVODSK Tower (PAR/TWR) 128.0 NDB Final Minimum Alt Apt Elev 151 MDA(H) XO Apch Crs LOM ∫ 1700′ \*340 015° 1240'(1090') 690'(540') RWY 150 **←** 270° 2400' MISSED APCH: Climb on 015° to 810' (660'), then turn LEFT onto 195° climbing to 2120′ (1970′), then according to chart. MSA Airport Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans level: FL 49 1 Trans alt: 3110'(2960' ALT/HEIGHT CONVERSION FL 59 if pressure is less than 733 mm (977.3 hPa). 3110' (2960' - 900m) 2120' (1970' - 600m) 1790' (1640' - 500m) 1240' (1090' - 330m) (660' - 200m) 3701 (220' - 65m) HOLDING MIM FL 59 ⊼<sub>673′</sub> 2 Min - PETROZAVODSK-\*700 X 61-50 at 2120 758' (1970' Λ<sup>1073′</sup> -PETROZAVODSK-\*340 XO J 637' at 1790' 614 (1640')at 2120' (1970') 33-50 33-40 Pass LMM not below 370'(220' LOM 1790' (1640') **LMM** -1.8 to MAP--> intercept 1240' final (1090') RWY 02 150' 3.0 0.6 Gnd speed-Kts 70 90 100 120 140 160 2120′ *(1970′)* 195° (660') i 015° Descent Gradient 4.7% 333 428 476 571 666 762 LT 1.8 1:32 1:12 1:05 0:54 0:46 0:41 STRAIGHT-IN LANDING RWY 02 MDA(H) 690'(540')

3200m

CHANGES: Chart reindexed, PAR apch withdrawn,

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